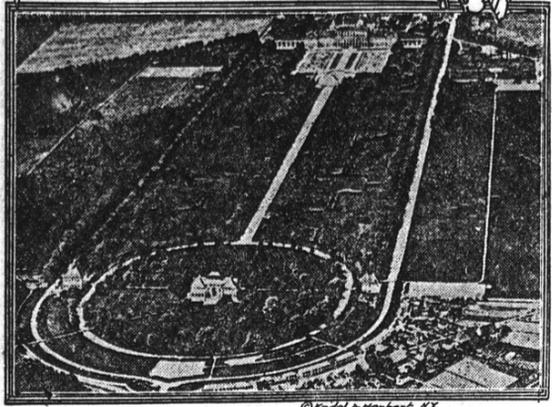


# Bavaria and Munich



Airplane View of Schlossheim Castle and Park Near Munich.

(Prepared by the National Geographic Society, Washington, D. C.)

Now that the French are established in the Ruhr region, the question has arisen whether they will move eastward and cut off Germany's southernmost extension, Bavaria. The speculation, kept alive by European dispatches, brings further into prominence a section of Germany which Prussia had thoroughly eclipsed before the World war, but which has won an increasingly important place in German news since the armistice put an end to imperial Germany, and rejuvenated the parts that made it.

Many people who abhor Germany's war ways, and Prussia's ways at any time, soften their rancor with the admission that "Bavaria is not Prussia." Bavaria always has been clamorous about that distinction, and it has even been suggested since the war that she should set up a separate government or at least become to a greater degree autonomous.

Should Bavaria embark upon a career of "self determination" within the bounds of the German republic, she would have one important factor in her favor—a factor that might be called "geographical determination." For Bavaria has a natural boundary of mountains, and squats with this security upon an elevated plateau where the soil is fertile, certain minerals abound, and vast forests, not so many years ago overrun with bears and boars, are to be counted among her natural assets.

Bavaria proper is split by the now internationalized waters of the Danube. Besides her capital she possesses Nuremberg, Augsburg, Würzburg, and Regensburg, or Ratisbon, if one would break the monotony of the "burg" termination. "Bavaria proper" connotes the eleven-twelfths of the Bavarian kingdom bounded, in part, by Czechoslovakia, Austria, Switzerland, Wurttemberg and Saxony. This portion of it is somewhat larger than West Virginia. The rest of the kingdom, nearly twice the size of Rhode Island, is separate from the main part, lying across the Rhine, within the area of the present zone of allied occupation.

Temperament and religion distinguish Bavaria from Prussia. About three-fourths of its population, upward of seven million, are Roman Catholics. Its people have a reputation for good nature and a special fondness for beer, for easy-going ways and love of tradition, for exalting art rather than science.

**Munich an Impressive City.**  
In point of population Munich, Bavaria's capital, is exceeded among German cities only by Berlin and Hamburg and is about the same size as Cologne. With 831,000 inhabitants it was somewhat larger than Pittsburgh and smaller than Boston in 1920. In physical aspects Munich is one of the most impressive of modern cities. Its royal palaces, its magnificent national theater, its great royal library containing 1,100,000 volumes and 80,000 rare manuscripts, its broad thoroughfares, particularly the Ludwigstrasse and Maximilianstrasse, bordered by the great office buildings of the Bavarian government, and its famous university, which ranks first among the German institutions of learning in the number of its medical students and second only to Berlin in the number of students of all classes—all these and many other buildings and institutions make the municipality one of the chief prizes of the Teutonic people.

Most of the modern improvements and practically all of its architectural splendor Munich owes to Louis (or Ludwig) I and his art-loving successors. Louis came to the throne in 1825 and ruled for more than twenty years. One of the impressive monuments of his reign is the beautiful Propylaea, modeled after the gate to the Athenian acropolis, and the reliefs which decorate this structure quite fittingly tell the story of Greece's war of independence and the events transpiring in that kingdom during the eventful reign of King Otho I, Louis' son, who was elected to the throne of Greece in 1832 but finally expelled after thirty years. Another beautiful Munich gateway is the Siegestor (Gate of Victory), modeled after the Arch of Constantine in Rome.

The commercial life of Munich is scarcely less interesting than its ar-

tistic side. In America the name of the city is indelibly associated with its most important article of export, beer. In scientific circles Munich's optical and mathematical instruments have a world-wide reputation, while the art of lithography had its birth here. More than 100 miles of canals thread the city in all directions.

**Beautified by an American.**  
Munich owes its beginning to Duke Henry the Lion, who in 1158 established a mint here and built a bridge across the Isar in order that he might the more easily levy a toll on the salt obtained from the springs of Reichenhall and neighboring villages. The city occupies the site of the ancient monastery of Tegernsee, hence its name (Munche, the monk). In 1327 the place was almost completely destroyed by fire, but it was soon rebuilt by Emperor Louis, the Bavarian, in the form which it retained up to the accession of Louis I in the Nineteenth century.

America has had a share in the beautification of Munich for it was Benjamin Thompson, a native of Woburn, Mass., who laid out the magnificent park of 600 acres known as the English Garden. For his many services to the Bavarian government the American scientist and administrator was made a count of the Holy Roman empire and he chose as his title the name of Rumford, after the little New Hampshire village (the modern Concord), where he had spent his boyhood. It was Thompson who, upon clearing the streets of Munich of more than 2,500 mendicants and housing them in an institution where they became self-sustaining, said: "To make vicious and abandoned people happy it has generally been supposed necessary first to make them virtuous. But why not reverse this order? Why not make them first happy and then virtuous?"

Resisting the Reformation, the Munichers cling not only to ancient Christian beliefs but to many pagan rites. Witchery and black art still are accepted. Tuesday is called Irtag, for the war god Ares, and Thursday is Pfingsttag, from Greek for the fifth day. From the Odin heathen custom is retained the observance of Twelfth Night, when evil spirits are driven from homes by burning herbs on live coals and writing the mystic sign of the "Three Wise Men" on every door with sacred chalk. Every seven years is the carnival known as the Coopers' Dance, which had its origin during a plague four centuries ago when the guild of coopers arranged a spectacle to hearten the populace.

**People Are Notably Cordial.**  
Munich's cue in German propaganda seems to have been to soft pedal the inevitable "verboten" of most German cities and to advertise instead an extreme cordiality which, even as described by friendly visitors, suggests an uncomfortable degree of familiarity. If having a street car conductor pass his snuff box, taking it for granted that all guests at beer halls need no further introductions, mingling with street crowds during "Karneval" when a masked woman tacitly extends the supposed privileges of the mistletoe—and practically all are masked—or being expected to buy beer for all new made friends if you strike a bargain at the "rag fair," makes you feel at home, by all means prewar Munich was the place to visit.

To the French the gusto of Munich hospitality was oppressive, to the Italians—accustomed to lightsome carnival scenes—the Munich brands of hilarity and beer were somewhat sodden. Suspicion that beer, at least that of Munich, makes for sobriety is somewhat disarmed by the extensive nomenclature the Munich natives seem to have evolved for all stages of inebriety.

Louis II saw Bavaria gradually absorbed in the empire, but before madness drove him to suicide he furthered the art development begun by his grandfather. His reign was notable for his encouragement of Wagner's development of the music drama, and to his royal generosity, which would add more to his fame had it not been for the oppressive taxations it imposed and its later excesses, were due the Bayreuth productions, epochal in the history of music.

## GAS ENGINE HAS MANY TROUBLES

Like Every Other Piece of Delicate Machinery It Has Its Little Peculiarities.

### AMATEUR DRIVER IS PUZZLED

Disarrangement of Ignition System is Cause of Much Worry for Inexperienced Person—May Be Simply Loose Wire.

The gasoline engine in an automobile, as a general thing, is reliable and as built at the present time gives excellent service, although like every other piece of machinery it has peculiarities and one of these which is sometimes annoying is that of unexpectedly stopping and refusing to start when at the same time there seems to be nothing wrong, at least as far as the amateur driver can discover.

In case an automobile engine does not run properly or stops, there are, in general, three places in which one may look for trouble. The first is in the ignition system, the second, carburetion and the third, mechanical trouble. An experienced driver can very often tell from the performance of the engine on stopping which of these three places causes the trouble.

**Faulty Ignition System.**  
If the engine stops suddenly the fault is likely to be in the ignition system. If, on the other hand, it simply begins to lose power and gradually dies down or pops back through the carburetor several times before stopping, the trouble is likely to be in the carburetion system.

Trouble in the ignition system is complicated for an inexperienced person, although many times it is due simply to a loose wire which may easily be located if you made some previous study of the ignition system and know something as to where the wires should be placed. Ordinarily, there should not be any loose ends, which means that if you find a loose wire hanging underneath the hood, it is disconnected and should be replaced on some binding post and if you have studied the position of the wires, you will be able to replace it and continue on your way.

Usually, the posts loosen and the trouble will occur before the wires have entirely fallen away and by going over the various posts with your fingers, and seeing that they are tight will often locate the trouble.

If trouble is located in the gasoline system, first look in the tank to see that there is plenty of gasoline and if you find this all right, open the gasoline drain valve on the carburetor and allow the gasoline to run for a few seconds to see that it runs through freely. If there is no drain in the carburetor remove the gasoline pipe line from the carburetor and see if the gasoline runs through freely. If it does not run it is possible that the shut-off valve at the tank has worked around and closed itself and, if not, it is possible that dirt has worked down into the bottom of the tank and plugged up the line.

The easiest way to clean this out temporarily is to blow back through the gasoline pipe and force the dirt away from the opening in the tank.

This remedy is only temporary as the dirt will sooner or later plug the line.

Sticking of the valves, breaking of valve springs, the valve tappet adjustments working loose and out of adjustment or actual breaking of some part of the engine, are things which fortunately seldom occur and they can usually be repaired only by an experienced workman.

### Study Instruction Book.

"Study your instruction book and ask someone to help you on the parts you do not understand," is a phrase which has been used. It will save you a great deal of time, temper and money to know the general operating principles of your car, even though you do not wish to make repairs on it yourself.

Often small parts will work out of adjustment when you are a long way from help and a little knowledge at such times will save you a lot of annoyance. Dig out your instruction book and put in some studying.

## FAULTY BRAKES ARE CAUSE OF ACCIDENTS

Don't Wait Until Tomorrow to Give Them "Once Over."

More Automobile Smash-Ups Result From Improper Adjustment or Application Than From Any Other Reason.

Watch your brakes! Don't wait until tomorrow to give them the "once over!" You may be in the hospital by then—or in the police station, Cats may have nine lives, but no mortal has ever yet been killed more than once. It doesn't sound like a big item in the "Things to Do Today" column, but—

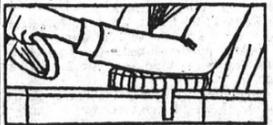
More motor accidents result from faulty adjustment or application of brakes than from any other cause.

This has been the finding of the National Safety Council in a survey of auto smash-ups, traffic deaths and reckless driving cases.

When your car is going 10 miles an hour, will your brakes bring it to a standstill within 9.8 feet; or 20.8 feet at 15 miles, 37 feet at 20 miles, 58 feet at 25 miles, 83.3 feet at 30 miles, 104 feet at 35 miles, 148 feet at 40 miles, and 231 feet at 50 miles? If not, get busy! Brakes should be tested every day. Before going a block from the garage make a service test by throwing out the clutch and applying the brakes. If possible a dry spot should be selected for this test. Under no circumstances should the car be taken farther if the brakes fail to operate correctly. Go back to the garage and have them fixed.

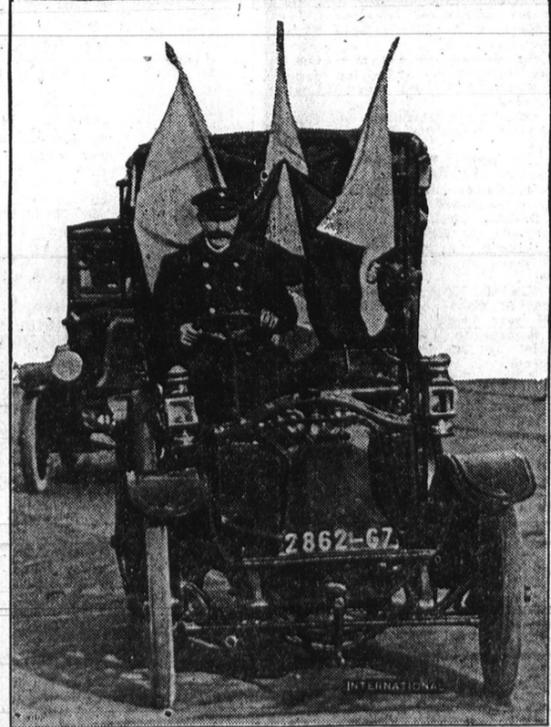
Automobile brakes have a definite relation to safety. Watch those brakes! Keep out of trouble; keep out of jail!

### Arm Rest for Driver.



The driver who is handy with the hammer and saw can fashion a neat pad on which he can rest his left arm when driving. The rest is made so that it can slip over the door alongside the driver's seat and can be taken off when not used.

## HISTORIC TAXICAB IN INVALIDES



This taxicab—one of the fleet that was used to rush troops from Paris to the front line in the very early days of the World war—was placed in the Invalides, near the historic coach in which Marshal Foch and representatives of the allied and enemy commands signed the armistice. The taxi was driven, amid much solemnity, through the streets of Paris, to the Invalides, where in befitting ceremonies it was dedicated. The fleet of taxis carried five regiments to the front.

# BOY SCOUTS



(Conducted by National Council of the Boy Scouts of America.)

### WHAT BOY SCOUTS HAVE DONE

The Boy Scouts of America celebrated the week of the thirteenth anniversary—February 8-15. In its brief history 2,000,000 American boys have been influenced by its program of character building and citizenship training, and have promised to follow the scout oath which is as follows:

- "On my honor I will do my best:
- "1. To do my duty to God and my country, and to obey the scout law;
- "2. To help other people at all times;
- "3. To keep myself physically strong, mentally awake, and morally straight."

The present membership of boys and leaders is over one-half a million. The boy scout program in providing wholesome work and play for the boy in his leisure time, has proved a remarkable aid in the prevention of juvenile delinquency.

A large number of universities, colleges, normal schools and theological seminaries have placed the study of scout leadership in their curriculum. Grade schools are becoming interested in placing the study of the program in their work in connection with citizenship training.

The boy scout movement stresses out-of-door life because it believes that to be the most helpful type of citizen, a boy must become a strong and healthy man. Summer camping has been put on an organized basis, through the efforts of the movement. Last summer 200,000 boy scouts went into camp for two weeks or more.

As an aid to the boy in keeping mentally alert, the program offers merit badges for accomplishment in 61 various subjects. Scouts through the merit badge system have wonderful opportunity to choose wisely and thoughtfully their future vocation.

The wholesome activity, splendid courage and skill shown by boy scouts have furnished literature for boys with high and noble themes. The movement also produces a magazine for boys that has set an excellent standard in boy reading.

Many cities and towns have been recipients of services from the boy scouts in such work as campaigns for safety first, clean-up, better health, forest fire prevention, wild-life conservation, bird protection, and similar important public interests. This service is a direct outcome of the training which emphasizes "citizenship through service."

Competent first aid has been given by the scouts in countless individual cases, and in connection with many public disasters, such as the 1918 influenza epidemic, the Pueblo flood, the Knickerbocker theater tragedy. Six hundred and three gold medals have been awarded to boy scouts who have risked their lives to save others.

The scout slogan—"Do a Good Turn Daily"—has become famous throughout the country. With a half million scouts and leaders seeking daily for the opportunity to perform an act of kindness, one readily realizes the tremendous force for community welfare that lies in the boy scout training.

### HELPS BOY "COME BACK"

The "come back" of a young Hungarian boy of a Middle-west town, broken down in body from undernourishment and in soul by harsh treatment in his home, to a condition of usefulness and happiness, contains a fine tribute to the boy scouts, for the influence of the scout program and the boys' own help, have been the main factors in accomplishing this result. Early in the summer, Louis, who had left his unhappy home was found by relief authorities living alone, in a dug-out in the side of a hill on the outskirts of the city. The boy scouts then adopted him and taught him scoutcraft. Louis occupied the scout's cabin, keeping it neat and tidy and in perfect repair. He has made exceptional progress, entering into the spirit of the organization so thoroughly that he is considered one of the best members of the troop.

### SCOUTS RESCUE MINERS

One of the best "good turns" during the past summer of scouts from Indiana, Pa., was the part they played in a certain five hours' hard work which resulted in the rescue of two miners shut off by a cave-in in a small mine near the scout camp site.

### SCOUTS FIND LOST MAN

Middleburg (Pa.) Troop 1 hunted lost man of feeble mind for two days and nights during heavy electric storm. Located him on third day.

### BOY SCOUTS PROTECT TOWN

When the town of Coshocton, Ohio, was recently in the grip of an epidemic of a grave disease, local boy scouts were prepared to aid their community. The Rotary and Kiwanis clubs put out printed precautionary measures and the scouts co-operated by delivering one copy of these warnings and a personal message to each home in the town. The population is 12,000; the number of active troops is four; and the distribution was accomplished in 54 minutes.

## INTERESTED IN WORLD PEACE

H. Nelson Jackson, Vermont, One of Legion Men Presenting Program to President Harding.

H. Nelson Jackson of Huntington, Vt., is one of the prominent American Legion representatives in its relations with veterans' organizations of other countries. Mr. Jackson is vice president of the Interallied Veterans' association, composed of societies of ex-fighters in eight allied countries.

Recently, Mr. Jackson, with other Legion representatives, submitted to President Harding a program leading toward world peace, recommended by the international veterans' organization at its last convention held in New Orleans.

Born in Burlington, Mr. Jackson was graduated from the public schools and the University of Vermont. Following his graduation, he entered the practice of medicine in Burlington. In 1900, falling health caused his retirement from professional activities, and he entered in a series of extensive travel in continental Europe. Continuing in his quest of health, Doctor Jackson took up motoring in 1903, when the automobile was in its early stages of development. He was the first man to accomplish the difficult trip across the American continent by automobile, making the journey in 63 days. Afterward he went to Mexico.

From the beginning of the World war, his interest was on the side of the allies. When Theodore Roosevelt offered to raise a volunteer division and to lead it against the Germans, Doctor Jackson, on Colonel Roosevelt's personal request, guaranteed a regiment of cavalry from Vermont. On America's entrance into the war, Doctor Jackson was refused enlistment for active combat service on account of his age. Volunteering thereafter in the medical corps, he was commissioned a first lieutenant. He reached the front line trenches a major in 1918, and was wounded three times in the capture of Mont Faucon. For his heroism on the field of battle, he received the Distinguished Service Cross, the Croix de Guerre, and the decoration of Chevalier of the Legion of Honor.

A leader in American Legion affairs in Vermont, Doctor Jackson obtained national distinction among ex-service men, and served the Legion as a national vice commander in 1921-1922.

## K. C. PROVIDES \$50,000 FUND

Organization Turns Over Large Sum to Legion to Aid Tubercular Veterans in Southwest.

Tubercular ex-service men are flocking by the thousands to the states of the Southwest, where they hope to find the promised land of convalescence, according to Claude J. Harris, director of the American Legion's national service division.

Mr. Harris, with William J. McGinley, supreme secretary of the Knights of Columbus, has completed a survey of conditions among tubercular veterans in a number of states, which has resulted in the allotment of a fund of \$50,000 by the Knights of Columbus to the Legion to relieve the situation.

"Our survey showed that the former fighters, who are migrating to Colorado, California and other states, are oftentimes in destitute circumstances," Mr. Harris stated. "In many instances they have brought their families with them. Legion posts and charitable organizations are attempting to provide for the veterans, but their number has increased to such an extent that these organizations are unable to care for a large percentage of veterans."

The Legion will administer the fund authorized by the Knights of Columbus in the communities where the problem is the heaviest, according to Mr. Harris, who stated that the fund will relieve many ex-fighters who have developed tuberculosis since the war. A great many of these men are ineligible for compensation from the United States Veterans' bureau because their disability developed at a period later than two years from time of discharge, the bureau's time limit for compensation in cases of pulmonary tuberculosis.

## GIRL, LEGION POST ADJUTANT

Miss H. C. Hilden, Cleveland, Is Honored by the Shupe Machine Gun Organization.

Wounded veterans in the hospitals of France learned to submit to the rule of the weaker sex as represented by members of the army nurse corps. Members of the Shupe Machine Gun post at Cleveland are now bossed by Miss H. C. Hilden, a former nurse, who has recently been elected post adjutant.

Miss Hilden has taken a great interest in the various activities of the post. She has been especially interested in the relief of disabled ex-service men and of other sick and needy veterans.

In a recent membership campaign, Miss Hilden led her post to victory.



Claude J. Harris.



Miss H. C. Hilden.